

French Steamship Afire Laden With Explosives

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BIG LINERS RUSHING TO HELP LA TOURAINE, BURNING AT SEA

AUTOPSY SHOWS MISS COOK SHOT SELF TO ESCAPE SHAME; MAYO EXONERATED BY STATE

Coroner Terminates Investigation After Doctor's Report on Condi- tion of Girl—Body Is Sent to Brooklyn.

(Special Despatch From a Staff Correspondent of The Evening World.)
NEW HAVEN, Conn., March 6.—The examination of the body of Lillian May Cook, the Brooklyn girl who shot herself through the heart on West Rock, has disclosed the fact that she may have been in the earliest stages of pregnancy and that she had either undergone a criminal operation or had been prepared for one by a practiced hand.

These discoveries were made by Dr. Marvin M. Scarborough and Dr. Richard F. Rand, the Yale University obstetrical expert. No positive evidence of a criminal operation was discovered and the inquiry begun by Coroner Eli Mix has now terminated.

The coroner will simply report early next week that Lillian Cook came to her death by a self-inflicted bullet wound. He will offer no further statement of the case, nor take any further steps.

The girl's body has been sent to Brooklyn. It will arrive at her father's house late this afternoon.

A plain white casket, with only a plate bearing the inscription "Lillian May Cook, 1895-1915," contained the body. The plainest of shrouds had been used, and there were several small pieces, one of them being a huge wreath of Easter lilies, the offering of the clerks in the office of the Mayo Company. The services will be held to-morrow at the home of Miss Cook's parents, No. 229 Union Street, Brooklyn.

Virgilus J. Mayo, President of the Mayo Radiator Company, and the girl's employer, whose double life in New Haven and Brooklyn was brought to light by Lillian Cook's fate, will not be called before the coroner to give any testimony in the case. He had been subpoenaed to appear on Monday but the inquiry is now at an end. Coroner Mix has determined the immediate cause of her death and there his jurisdiction in this case terminates.

Had there been positive evidence of a criminal operation Coroner Mix would have laid the facts before the State's attorney for subsequent action. But it was pointed out to-day that a skilled surgeon might well have performed an operation upon Lillian Cook at this time and left no evidence whatever of his handiwork.

Within a very few minutes after Lillian Cook's body had been removed from the thicket on West Rock to the undertaking establishment in New Haven, Medical Examiner Scarborough discovered that his task was more than the mere determination of the cause of the bullet through her breast. He saw at once that the condition of the body was unusual and that she had been in the hands of an expert medical or surgical practitioner.

The most careful inquiry was made by Coroner Mix to learn whether Lillian Cook had been "keeping company" with any man, but even this

EXPLOSION KILLS 4 AT POWDER PLANT; MAY BE WAR PLOT

Two Buildings Are Blown Up
at Big Du Pont Mills in
New Jersey.

Two blending houses of the Du Pont Powder Company, at Haskell, N. J., were blown up at 11 A. M. to-day, with the loss of four lives. One of the dead is John Colfax. The other names are withheld by the company's officials.

A workman named Meyer, who was in one of the buildings, was blown thirty feet and fell burned and unconscious into the Wahaque River. He was fished out and sent to the General Hospital at Paterson. It is not known whether he will die or not.

At the moment of the explosion a mule was hauling a load of freight on a single-track road near the blending houses. When the smoke cleared away not one fragment of the mule, the car or its freight could be found. Only a few scraps of the harness, very much twisted, were left.

The cause of the explosion is not known. Since the beginning of the war the plant has been very busy. A few weeks ago the Du Ponts hired a force of retired United States soldiers to serve as guards.

It is believed the explosion may have been caused by a secret agent or sympathizer of one of the nations involved in the European war—possibly an employee of the Du Pont plant. For sometime, Germans have been barred from the powder works.

VATERLAND SEARCHED FOR WAR CONTRABAND

German Liner George Washington Also Visited Frantically by Customs Men.

A report from Washington this afternoon that the Hamburg-American liner Vaterland, the largest vessel in the world, and the North German Lloyd liner George Washington were

La Touraine, Big French Liner, Afire at Sea; Photographed as She Left New York Last Week



PHOTO BY BATHURST.

about to slip from their piers at Hoboken, laden with contraband of war for Germany caused the Collector of Customs to send twenty inspectors to Hoboken.

The inspectors were ordered to board the two vessels and prevent them from sailing if they were without clearance papers or if laden with contraband of war.

The inspectors boarded the vessels and found that the report was without foundation. Neither vessel had steam up, neither was loaded and the Vaterland did not even have a crew aboard.

BATTLESHIP FLOODED, SETTLES AT HER PIER

A sea cock, or valve for drawing salt water into the condensing apparatus of the second-class battleship Maine, fifteen feet below her waterline, was burst or forced open at the Brooklyn Navy Yard at 3.30 to-day. Water rushed through the eighteen-inch pipe, overflowed the condenser and filled the port engine room.

Commander L. R. de Stiguer, on being notified, sent word to Capt. Burd, industrial manager of the yard, and all the available tugs, fifteen in number, were hurried to the battleship to pump her out. The pumps could not keep up with the inflowing water and the vessel settled slowly until her bottom rested on the mud bottom of the Whitney Basin, with a decided list to port.

There was little or no excitement among the thousand or more sailors aboard. The intake valve was stopped and arrangements were made to have the Maine towed into a dry dock late in the day so that permanent repairs might be made and the cause of the break discovered.

The damage, according to the authorities of the yard, can be repaired in a few days. The Maine has been used since October as a receiving ship. The ship was built in 1901 and has a displacement of 15,000 tons.

FIRST SHIP SEIZED IN NEW BLOCKADE AGAINST GERMANY

United States Orders Ambassador Page to Inquire Into Hold-Up of Pacific.

WASHINGTON, March 6.—Ambassador Page at London was ordered to-day to report details of the seizure of the American steamship Pacific, Capt. Mundy, reported taken into Deal by a British warship.

He has been asked to determine whether this is the first step by England in the blockade proclaimed by France and England. If so, then the United States will take vigorous action to protect her rights.

The Pacific sailed from Galveston Feb. 7 for Rotterdam with cotton intended eventually for Germany. She was loaded under Government supervision and there is no contraband in her cargo. Officials are confident that if she has been seized under the new programme of the allies she eventually will be released.

This Government is awaiting a definite declaration from the allies as to their intentions. Unofficially it has been advised that the British and French Cabinets are far from being a unit on the new policy.

It is said here that interference with American vessels carrying non-contraband articles to and from neutral ports, even though of German manufacture, will not be permitted. On this point the Administration is agreed.

REPORTED LA CAROLINA, German steamer, seized by British warship, March 5.

LIST OF CABIN PASSENGERS ON BURNING STEAMSHIP

Eight of Them Registered From Addresses in This City—Other Passengers Are Young French Reservists.

Practically all the first-cabin passengers are residents of Montreal. They are as follows:

ALPHONSE, ROBERT, No. 183 East Seventy-sixth Street, New York.
ANDREWS, Master RALPH, Boston.
ANDREWS, Mrs. ALICE O. L., Boston.
CRAIB, Mrs. AGNES, Montreal.
CRAIB, Miss HELEN, Montreal.
DEFOUCH, BENOIT, no address.
FEINBERG, B. No. 24 Woodbine Avenue, Brooklyn.
FOEDICK, WOOD, Hotel Waldorf, New York.
GAUFRAUD, LOUIS, Poughkeepsie, N. Y.
GRAVEL, EDMOND, Montreal.
LEVY, GASTON, Hotel Claridge, New York.
MAURER, JOSEPH L. No. 2612 Eighth Avenue, New York.
MOZET, EUGENE, San Francisco.
PREAULT, JULES S., Montreal.
REPUSSEAU, FRANCOIS, no address.
SIMPSON, RALPH, no address.
SOULET, AUGUSTE, Montreal.
SWOBODA, RAYMOND ROLF, no address.
WALKER, Dr. J. C. and Mrs., New York.
WETTACH, Miss CECELE, No. 191 Brattle Street, Cambridge, Mass.
LYNN, Miss, March 6.—Mrs. Alice Andrews of this city, who with her son Ralph are among the passengers on La Touraine, was on her way to join her husband, Edward E. Andrews, who is employed by the French Government as an automobile demonstrator. Mr. Andrews left for Paris last fall, and last week called his wife to join him. She left the home of her brothers here on Feb. 24.

LIST OF PASSENGERS IN THE STEERAGE ON LA TOURAINE.

The steerage passengers on La Touraine are as follows:

From New York: Francois A. Schwartz, Alice Marie Bourbon, Edward Yates, Céline Gillette, Philémon De Meyer, George de Housseaux.

From British Columbia: Walter Fah. From Montreal: Mrs. Marie Reault and son, Joseph; Mr. Chatevaire, Mrs. Beatrice Grendemouge, Mr. and Mrs. Wauthier, Percy, Miss Emmeline Legaud, Mrs. Abilizer, Mrs. Joseph Conte, daughter, Lucy, and son, George; Gabriel Dargite, Jean Hestagnat, Maurice Prevain, Jean Lagaud, Jules Hermel, Jean Morina and Alphonse Casty.

From French Consulate: Eugene Lapreyre, Francois Benneville, Yves Le Coz, Alphonse Robert, Leon Lus-

"S O S" MESSAGE IS FLASHED FROM LINER TO IRISH COAST

She Was 700 Miles West of France When She Sent Out Wireless That Was Received at Valentia, in County Kerry, on Southwest Coast of Ireland.

EXPLOSIVE WAR MATERIAL MADE FLOATING ARSENAL

LONDON, March 6.—The French liner La Touraine, on fire 700 miles west of the French port of Brest, according to a wireless to Lloyd's at 10.35 A. M. to-day. The steamer Rotterdam, Swannore, Cornishman and Arabic are rushing to her assistance.

The message came from the wireless station at Valentia, County Kerry, on the southwest coast of Ireland.

Her owners, the Compagnie Generale Transatlantique, gave out the following statement:

"La Touraine, New York to Havre, is afire off the coast of Ireland. She was due at Havre to-morrow. Consequently she can not be in great danger, owing to her nearness to the coast. There is plenty of assistance en route. The White Star liner Arabic and other vessels are rushing to her assistance. The only news we have received is from the Valentia wireless station."

A message from Queenstown says that the fire on La Touraine is "FIERCE."

La Touraine sailed from New York Feb. 27. On her passenger list, comprising 84 persons, are five American doctors and ten American nurses, bound for French battlefields.

Lloyd's wireless, apparently, conflicts with that received by La Touraine's owners. It fixes the location of the burning liner at latitude 48.06 north, longitude 20.14 west, 700 miles off the French coast. The liner's owners insist that the liner is close to the British coast, and that her passengers are in no danger.

The White Star liner Arabic sailed from Liverpool three days ago. She is believed to have been within 200 miles of La Touraine when she caught the liner's call for assistance and was going to her aid. She did not wireless her station.

At 10.30 to-day Assistant General Agent Oscar Cauchon, of the French Line, issued the following statement relative to La Touraine:

"We have absolutely no word except that which has been transmitted to us by the press."

La Touraine is one of the big liners plying between New York and Havre, and is under command of Capt. Cauchon. Because of war conditions and of the recent establishment of the German "war zone" her passenger list was comparatively light when she sailed from New York.

The manifest of La Touraine on file at the Custom House shows that she was a floating arsenal when she sailed last Saturday. In her cargo are 4,594 cases of cartridges weighing nearly 250 tons, 139 rapid fire guns, 500 cases of cartridges for rapid fire guns, 550 cases of heavy ammunition, 8 cases of automatic revolvers, 2 heavy artillery guns, 7 barrels of torpedine, trench digging machines, 12,000 blankets and general foodstuffs.

Paul Faguet, the general agent of the French line in New York and one of the most widely known shipping men in this country, is on La Touraine en route to the home of his wife, who is very ill in Paris. When he called last Saturday he left a cablegram to be forwarded to him to-day stating that he was starting for France on the liner Chicago. His object was to appear in his

600 WERE KILLED IN MEXICAN TRAIN WRECK

BOSTON, March 6.—Report of a railroad accident in Mexico last January, in which 600 lives were lost, is contained in a letter received to-day. A train loaded with soldiers and their families plunged into an abyss. Nine hundred people were on the train and only six were unhurt. More than six hundred were killed outright.